

CLASSIFICATION SECRET		Approved For Release 2004/01/28 : CIA-RDP82-00457R015000040003-2		25X1
COUNTRY	REPORT NO.			25X1
TOPIC	Soviet Troop Trains			
EVALUATION	25X1	PLACE OBTAINED	25X1	
DATE OF CONTENT	4 to 10 October 1952			
DATE OBTAINED	25X1	DATE PREPARED	27 October 1952	
REFERENCES	25X1			
PAGES	3			
REMARKS	Summary of paragraph 1 was previously reported [ ] 25X1			

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1. The following troop trains were [ ] in [ ] Berlin [ ]  
[ ] between 6 and 10 October 1952:

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Date in October	Composition of Troop Trains	From	To
6	20 boxcars	Neustrelitz	Dallgow-Doeberitz
	11 boxcars	Neustrelitz	Neuruppin
	1 boxcar and 26 flatcars	Wiesenburg	Crawinkel
	1 boxcar, 10 converted boxcars and 24 flatcars	Erfurt	Wiesenburg
7	5 boxcars, 6 converted boxcars and 19 flatcars	Brandenburg	Dessau
	1 boxcar, 7 converted boxcars and 23 flatcars	Wiesenburg	Ohrdruf
	10 boxcars and 24 flatcars	Wiesenburg	Ohrdruf
	2 boxcars and 24 flatcars	Wiesenburg	Ohrdruf
	13 boxcars and 30 flatcars	Wiesenburg	Ohrdruf

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8	10 boxcars and 45 flatcars	Brandenburg	Dessau
	6 boxcars and 32 flatcars	Templin	Dessau
	17 boxcars and 47 flatcars	Prennitz	Dessau
	44 flatcars	Wiesenburg	Crawinkel
	11 boxcars and 37 flatcars	Brandenburg	Dessau
9.	6 boxcars and 33 flatcars	Dessau	Gross Pehnitz
	11 boxcars and 47 flatcars	Dessau	Buschow
	an undetermined number of cars	Altengrabow	Rathenow
	an undetermined number of cars	Altengrabow	Mildpark
10	an undetermined number of cars	Altengrabow	Mildpark

2. Orders by the Soviet transportation headquarters to the Berlin railroad district headquarters included:

25X1 On 4 October. Shuttle-train [ ] of 10 cars bound for Weinsdorf, and shuttle-train [ ] of 12 cars bound for Cottbus were loaded at the Juckerlog-Iltes  
25X1 Lager railroad station. (1)

25X1 On 7 October. The troop trains [ ] from  
Seddin were redispached to the Halle railroad district.

On 9 October. Shunting locomotives were to be made available at the following railroad stations: Rathenow, Rathenow-Nord, Gross Pehnitz, Mennhausen, Buschow and Prennitz. (5)

25X1 [ ] Comments.

- (1) During the previous exchange of personnel between Eastern Germany and the U.S.S.R., discharges were transported by shuttle-trains to processing points and recruits from these transit points to their posts.
- (2) On 6 October 1952, three troop trains from Wiesenburg to Crawinkel were reported by the same source. It was assumed that these trains possibly carried elements of the 43d Army Arty Bn which returned from Altengrabow to the area of the Eighth Gds Army. The assumption in the reference report, however, is no longer valid, as, according to another source, units of the Eighth Gds Army, including tank and AT gun units, were concentrated in the Wiesenburg area probably for field exercises. Thus it is believed that the troop trains mentioned in the reference report and the trains in the present report went empty from Wiesenburg to Ohrdruf and Crawinkel, after they had been used for the transportation of units of the Eighth Gds Army.

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- (3) These troop trains possibly transported units which were to participate in the field exercises in the Dessau area, probably of the Eighth Gds Army. The troop trains from Brandenburg and Premnitz probably carried elements of the 12th Hvy How Arty Brig (US) and the 25th AF Brig respectively.
- (4) The troop trains from Altengrabow probably carried components of the 6th and the 34th Arty Div (US) back to their home stations. These units had not left Altengrabow for the fall maneuvers on 18 and 19 September 1952.

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- (5) The assembling of shunting locomotives at the railroad stations mentioned indicates that the second fall maneuvers by units of the Fourth Gds Mecz Army from Templin held in the area south of Rathenow were completed on about 9 October 1952. Compare with the information on transportation of these units between 2 and 5 October 1952.

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